



MINUTES

CMAQ Project Selection Committee

Thursday, September 3, 2015 2:00 p.m.
CMAP Offices

Committee Members Ross Patronsky, Chair (CMAP), Darwin Burkhart (IEPA) – via phone, Mark Pitstick (RTA), Luann Hamilton (CDOT), William Rodeghier (Council of Mayors), Chris Schmidt (IDOT), Chris Snyder (Counties)

Staff Present: Patricia Berry, Kama Dobbs, Jesse Elam, Doug Ferguson, Tom Kotarac, Elizabeth Irvin, Jen Maddux, Martin Menninger, Holly Ostdick, Russell Pietrowiak

Others Present: Frank Acevedo, Reggie Arkell, Len Cannata, Bruce Christensen, Tim Coffey, Michael Connelly, John Donovan, Peter Fahrenwald, Terry Heffron, Scott Hennings (via phone), Patrick Knapp, Mike Klemens (via phone), Derek Peebles, Brian Stepp, David Tomzik, Mike Walczak, Michael Weiser, Tammy Wierciak (via phone), Barbara Zubek

1.0 Call to Order

Committee Chairman Patronsky called the meeting to order at 2:10 p.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – June 26, 2015

On a motion by Mr. Schmidt and a second by Mr. Pitstick, the minutes of the June 26, 2015 meeting were approved as presented.

4.0 Program Monitoring

4.1 Programming Project Status Sheets

Mr. Ferguson reported that the recurring reports on the programming status of active and deferred line items were included in the meeting packet. He stated that they include changes since the last meeting of the Project Selection Committee,

updated authorizations, and updated project notes based on coordination meetings with the Planning Liaisons and IDOT.

4.2 Obligation Goal

Mr. Ferguson reported that the Programming Summary and Obligation Goals table shows that through August 18, 2015, including FTA transfers through August 25, 2015, the region has authorized just under \$140 million, which is 71% of the FFY 2015 obligation goal. Chairman Patronsky asked if he understood the chart correctly – that the region has an unobligated balance of only \$22 million. Mr. Ferguson confirmed that to be the case. Chairman Patronsky stated that the region went from \$300 million to \$22 million in a matter of three years and that is a great accomplishment! He noted that the FFY 2016 obligation goal had been set at \$146 million when the goals were first set, and keeping that goal for now seemed appropriate. The committee concurred.

5.0 Project Changes

Ms. Ostdick reported that nine projects have submitted scope, cost, and schedule change requests for committee consideration. She stated that prior to the changes being considered today, the funding available to program in the TIP in FFY 2015 was just over \$14 million and in FFY 2016 was \$13.5 million. With the nine project changes for consideration, the available funding in FFY 2015 would decrease to just under \$13 million and in FFY 2016 to \$13.3 million. The net change in the five year program is an addition of \$1.3 million.

5.1 Homer Glen – Community Trail – South Extension (TIP ID 12-12-0002)

Ms. Ostdick reported that the sponsor is requesting a cost increase of \$28,000 federal (\$35,000 total) for construction in FFY 2015 due to higher than estimated bids. If the cost increase is granted, the total project cost would increase to \$498,000 federal (\$623,000 total). A re-ranking was completed with the project ranking changing from 10th to 13th among all 2012-2016 Bicycle Facilities proposals. The ranking among funded projects was unchanged at 9th. Fifteen funded projects remain ranked lower than 9th. Mr. Schmidt made a motion, seconded by Ms. Hamilton, to approve the requested cost increase. With a vote of all ayes, the motion carried.

5.2 Des Plaines – Ballard Rd. from Bender Rd. to Good Av. (TIP ID 03-12-0005)

Ms. Ostdick reported that the sponsor is requesting to transfer \$2,900 federal (\$0 total) from phase 1 engineering, \$6,100 federal (\$7,400 total) from phase 2 engineering, and \$26,700 federal (\$30,000 total) from ROW for a total of \$35,700 federal (\$37,400 total) to construction in FFY 2015. The sponsor is also requesting a cost increase of \$71,300 federal (\$89,100 total) for construction in FFY 2015. The request is due to increased engineer's estimates which are reflective of higher unit costs. If the cost increase is granted, the total project cost would increase to \$497,700 federal (\$629,600 total). A re-ranking was completed with the project ranking unchanged at 16th among all 2012-2016 Bicycle Facilities proposals. The ranking among funded projects was unchanged at 10th. Fourteen funded projects remain ranked lower than 10th. The project is anticipated being let on the November 6, 2015

state letting. President Rodeghier made a motion, seconded by Mr. Snyder, to approve the requested schedule change. With a vote of all ayes, the motion carried.

5.3 IDOT – IL 59 at W. Bartlett Rd. (TIP ID 03-12-0002)

Ms. Ostdick reported that the sponsor is requesting a scope change from right turn lanes on the north/south legs of the intersection to dual lefts and a right turn lane on all legs of the intersection. The scope change results in a cost increase of \$0 federal (\$400,000 total) for Phase 1 and 2 engineering in FFY 2016, \$336,000 federal (\$420,000 total) for ROW in FFY 2017, and \$1,840,000 federal (\$2,300,000 total) for construction in FFY 2018, for a total cost increase of \$2,176,000 federal (\$3,120,000 total). If the scope change and cost increase are granted, the project would need to be rescheduled with phase 1 and phase 2 engineering changing to FFY 2016, ROW to FFY 2017, and construction to FFY 2018 and the total project cost would increase to \$3,072,000 federal (\$4,400,000 total). She stated that the project was originally programmed in 2012 when the phase I requirement was not in place and it was deferred in 2014 due to ROW not being accomplished, but was reinstated in early 2015. She continued that if the cost and scope changes are approved, phase I engineering would need to be re-completed and the project would be re-deferred awaiting readiness demonstration. Additionally, if the cost and scope changes are not approved, the sponsor has indicated they will proceed with the original scope. The project re-ranking showed the project ranking changing from 19th to 18th among all 2012-2016 Intersection Improvement proposals and the ranking among funded projects was unchanged at 10th. Twenty-seven funded projects remain ranked lower than 10th. In response to a question from Mr. Snyder, Ms. Ostdick reported that phase I engineering was not required to be completed when this project was originally programmed. Mr. Heffron stated that the local municipality requested that IDOT re-examine the scope of the project, and that it would take approximately a year and a half to re-engineer the project. Ms. Hamilton stated that this scope and cost change should be grandfathered in for not requiring phase I engineering because it was originally programmed when the phase I engineering requirement didn't exist. Ms. Hamilton made a motion, seconded by Mr. Snyder, to approve the requested reinstatement. With a vote of all ayes, the motion carried.

5.4 Carpentersville – IL 31 at Huntley Rd./Main St. (TIP ID 09-08-0005)

Ms. Ostdick reported that the sponsor is requesting to transfer \$260,000 federal (\$325,000 total) of deferred funds from ROW in FFY 2015 to construction in FFY 2017 for a total of \$2,637,000 federal (\$3,296,000 total) for construction. Construction funds are currently deferred in FFY 2017 although the sponsor is indicating a FFY 2016 target letting. The funds will remain deferred until readiness is demonstrated and a reinstatement and schedule change request is made. The total project cost would remain at \$3,324,800 federal (\$4,162,200 total). This project also has STP-L funds, which would be used for ROW instead of CMAQ funds. As there is no change in total project cost, a re-ranking of the project was not done. The project is anticipated to be let November 2016. Mr. Schmidt made a motion, seconded by Mr. Pitstick, to approve the requested transfer. With a vote of all ayes, the motion carried.

5.5 Chicago – Walk to Transit (TIP ID 01-06-0005)

Ms. Ostdick reported that the sponsor is requesting to combine Series 1 and 2 remaining funds and transfer \$600,000 federal (\$750,000 total) from construction and \$100,000 federal (\$125,000 total) from implementation funds from Series 3 to the construction/CE phase of series 1 and 2 to cover minor cost increases. Ms. Ostdick continued that readiness was confirmed and staff recommends reinstatement of the transferred funds for Series 1 and 2. As there is no change in total project cost, a re-ranking of the project was not done. In response to a question from Mr. Pitstick, Ms. Hamilton stated that the additional funds will help locations in each series be completed more quickly. Mr. Schmidt made a motion, seconded by Mr. Snyder, to approve the requested transfer and reinstatement. With a vote of all ayes, the motion carried.

5.6 Deerfield – Deerfield Rd. Sidewalk (TIP ID 10-06-0003)

Ms. Ostdick reported that the sponsor is requesting a cost increase of \$18,260 federal (22,825 total) for phase 2 engineering in FFY 2015 and \$52,000 federal (\$65,000 total) for construction/CE in FFY 2015, resulting in a total increase of \$70,260 federal (\$87,825 total). The sponsor is also requesting reinstatement of deferred construction/CE funds in the amount of \$302,492 federal (\$378,115 total) in FFY 2015. The increase in phase 2 engineering funds is to address an over obligation and the increase in construction funds is due to increased construction cost. Pre-final plans were submitted to IDOT on August 8, 2015. The project will be let and constructed in conjunction with the STP-L funded Deerfield Road resurfacing project (TIP ID 10-11-0040). If the reinstatement and cost increase are approved, the construction/CE funds will be transferred to that project. If the cost increase is granted, the total project cost would increase to \$472,409 federal (\$590,511 total).

A re-ranking was completed with the project ranking unchanged at 3rd among all 2007 pedestrian proposals. The ranking among funded projects was unchanged at 3rd. The project is anticipated being let on the November 6, 2015 state letting. President Rodeghier made a motion, seconded by Ms. Hamilton, to approve the requested cost increase, reinstate construction funds, and transfer the funding to the resurfacing of Deerfield Road, TIP ID 10-11-0040. With a vote of all ayes, the motion carried.

5.7 IDOT – IL 68/E. Dundee Rd. at Barrington Rd. (TIP ID 03-12-0001)

Ms. Ostdick reported that the sponsor is requesting a cost increase of \$218,000 federal (\$273,000 total) for construction in FFY 2015. The increase is a result of the low bid exceeding cost estimates. If the cost increase is granted, the total project cost would increase to \$852,000 federal (\$1,156,000 total). A re-ranking was completed with the project ranking changing from 32nd to 34th among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 18th to 23rd and seventeen funded projects remain ranked lower than the revised ranking. Ms. Hamilton made a motion, seconded by Mr. Snyder, to approve the requested cost increase. With a vote of all ayes, the motion carried.

5.8 Chicago – Washington/Wabash Consolidated Station (TIP ID 01-12-0008)

Ms. Ostdick reported that the sponsor is requesting to transfer \$670,000 federal (\$670,000 total) from construction of the Morgan St. Station project (TIP ID 01-09-0003) to construction for the Washington/Wabash Consolidated Station. The increase is a result of the Washington/Wabash station bids exceeding the engineer's estimates. The Morgan Street Station project is complete with \$670,000 federal (\$670,000 total) remaining. Mr. Pitstick made a motion, seconded by Mr. Schmidt, to approve the requested transfer. With a vote of all ayes, the motion carried.

5.9 Forest Preserve District of Will County – DuPage River Trail – Segment 5 (TIP ID 12-12-0001)

Ms. Ostdick reported that the sponsor is requesting reinstatement of \$1,232,000 federal (\$1,540,000 total) deferred funds for construction in FFY 2015. The project was scheduled for the September letting but did not provide a request to reinstate the funds in time for the CMAQ Project Selection Committee in June. Although there was time for staff to act administratively within the TIP, staff did not make the TIP change given that, at the Project Selection Committee meeting on February 19, 2015, the committee determined it should approve all reinstatement requests. The project was delayed a letting, pending Project Selection Committee reinstatement approval. As there is no change in total project cost, a re-ranking of the project was not done. Mr. Snyder made a motion, seconded by Ms. Hamilton, to approve the requested reinstatement. With a vote of all ayes, the motion carried.

6.0 FFY 2016-2020 CMAQ Program Development

Mr. Ferguson stated that the public comment period on the proposed program ended on August 17, 2015. He stated that seven comments on specific proposals were received.

Mr. Connelly from the CTA submitted a letter requesting that the ridership estimates be adjusted to account for increased ridership during the whole peak period. Mr. Ferguson stated that the project is included in the proposed program. Staff recommends that the adjusted benefits of the project be noted in the program, but the current score based on the conservative estimate of ridership should be kept.

Five letters were submitted in support of including Illinois Environmental Protection Agency's Partners for Clean Air in the proposed program. Mr. Ferguson responded that staff does not recommend including this project within the proposed program; the Vehicle Miles Traveled (VMT) reduction estimates are based on assumptions that do not appear to be valid. In addition, there is unexpended funding available from prior years. Mr. Burkhart stated that discussions are ongoing on how to improve future requests and he has nothing to add at this time.

Pace submitted comments requesting inclusion of the Pulse Dempster Arterial Rapid Transit (ART) Line and increased funding for the Vanpool project. Mr. Ferguson stated that staff does not recommend the inclusion of these projects at this time given that the Milwaukee ART project funded in the 2014 CMAQ program should move closer to implementation before funding additional ART projects. The Pulse Dempster line is expected to be a competitive project if it is submitted for funding during the next programming cycle. Mr. Ferguson continued that the Vanpool funding included in the

proposed program will fulfill approximately 45 percent of the Vanpool capital needs identified by Pace, which is mostly replacement vehicles. Additionally, the region would benefit from a regional Travel Demand Management strategy which would identify the role of vanpools for the region.

Mr. Tomzik stated that the Pulse Dempster Line is not a new project and if it is delayed until the next programming round many other Pace ART projects throughout the region will be delayed, including ones in committee members' areas. He for clarification on whether CMAP staff do not view vanpools as a TDM strategy or whether they believe that the region needs a strategy to understand how Vanpools fit within the region's TDM strategy. Mr. Ferguson responded the latter. Mr. Tomzik noted that vanpool service is a proven TDM strategy and pointed to several research papers, including some from CMAP.

Mr. Schmidt stated that the IDOT's Office of Planning and Programming at the Central Office TDM strategy project has been delayed indefinitely and the region should not rely on that study for the region's vision.

Lastly the Belt Railway Company of Chicago sent a comment requesting funding for locomotive replacements. Chairman Patronsky suggested that staff coordinate with railroads differently – their budgeting cycles do not align with the CMAQ call for projects. Mr. Coffey addressed the committee and asked if the Belt Railway Company could be considered first in line if any additional funding becomes available.

Ms. Hamilton made a motion, seconded by Mr. Schmidt, to recommend approval of the proposed program to the Transportation Committee. With a vote of all ayes, the motion carried.

7.0 MAP-21

Mr. Donovan and Mr. Arkell stated that there is no new information pertaining to the CMAQ program. Guidance is still under development, but a release date is not known.

8.0 Other Business

Ms. Berry read a card from Mr. Rogers showing his gratitude for committee members' well wishes. Mr. Schmidt stated that IDOT is reviewing the steps for processing FTA transfers to speed up the process. Input from agencies that deal with FTA projects is welcome.

9.0 Public Comment

None.

10.0 Next Meeting

The committee's next meeting is scheduled for November 5, 2015 at 2:00 p.m.

11.0 Adjournment

On a motion by Mr. Snyder, and a second by President Rodeghier, the meeting adjourned at 3:10 p.m.